



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090195-D

**Mode:** Highway

**Status:** Submitted

### US-401

**From/Cross Street:** SR 1103

**To:** SR 1700 at Louisburg

**Length:** 5.29

**Specific Improvement Type:** 1 - Widen Existing Roadway

**Project Category:** Regional Impact

**TIP#:** R-2814D

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$30,585,000

#### Description:

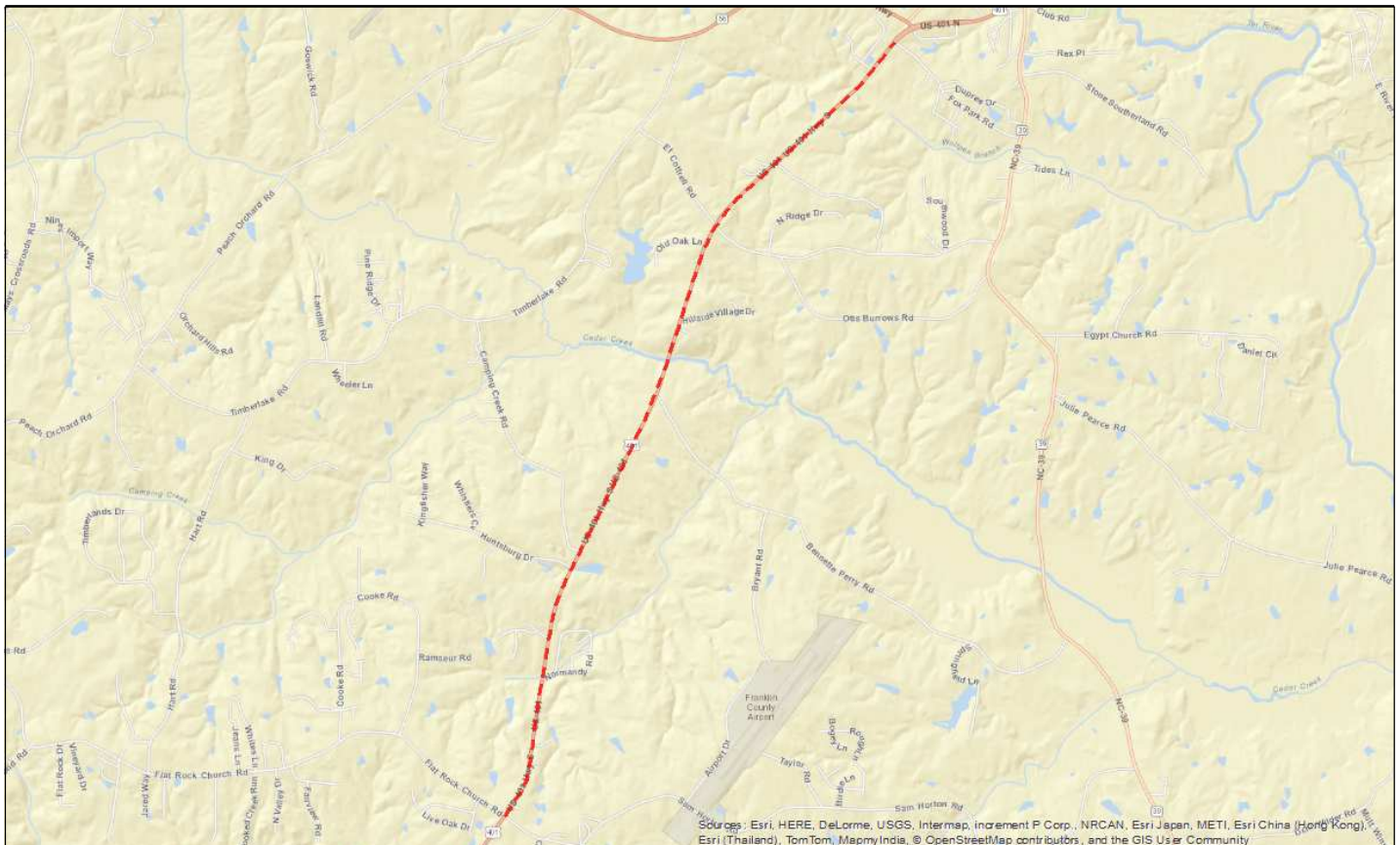
Widen to Multi-Lanes

**Division(s):** Division 5

**County(s):** FRANKLIN

**MPOS(s)/RPO(s):** Capital Area MPO, Kerr-Tar RPO

#### Project Location



**Statewide Mobility Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
<b>Totals: Weight: 0% Weighted Score: 0</b>	N/A	N/A

**Regional Impact Total Score: 20.7**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 36.55 Safety (10%) 70.71 [Travel Time] Benefit/Cost (25%) 0.38 Accessibility / Connectivity (10%) 43.97	Percent: 15% Points: 0	Percent: 15% Points: 0
<b>Totals: Weight: 70% Weighted Score: 20.7</b>		

**Division Needs Total Score: 39.46**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 36.55 Safety (10%) 70.71 [Travel Time] Benefit/Cost (20%) 0.38	Percent: 25% Points: 0	Percent: 25% Points: 100
<b>Totals: Weight: 50% Weighted Score: 14.46</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	5.29
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	10
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	8558.77
Capacity:	15500.01
Volume/Capacity Ratio:	0.55
% Autos:	96%
% Trucks:	4%
Truck Volume:	377.3
Crash Density:	84.1
Crash Severity:	68.42
Critical Crash Rate:	59.64
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	32
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	63
Actual Congested Speed:	48
Travel Time Index:	1.14

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	5.29
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	514056.82
Travel Time Savings for 30 Years (Autos):	491395.4
Travel Time Savings for 30 Years (Trucks):	22661.42
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 5

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 5	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Capital Area MPO	55%	0	55
Kerr-Tar RPO	45%	0	45
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$26,400,000	TIP Unit
Right-of-Way Cost:	\$2,915,000	TIP Unit
Utilities Cost:	\$1,270,000	TIP Unit
Total Project Cost:	\$30,585,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$30,585,000</b>	